



RIO RANCHO POLICE

SERVING SINCE 1981

Effective Date: 07-01-2015
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STANDARDS AND PROCEDURES

Section: 7
Chapter: 1
Article: 1

Pursuit of Violators

GENERAL STANDARD

The major objective of the Rio Rancho Police Department is the protection of life and property; therefore, pursuits are only justified when an MOS has reason to believe that a suspect presents a clear and imminent threat to public safety; or when the necessity of immediate apprehension outweighs the level of danger created by the pursuit. The practice of protecting and preserving life shall be placed above all other considerations.

The decision to initiate a pursuit must be based on good judgment tempered with common sense and foresight of potential hazards. Vehicle pursuits are a valid enforcement activity performed by MOS attempting to apprehend fleeing suspects under certain emergency circumstances. When in pursuit, MOS will engage both lights and siren. MOS are obligated to continuously weigh the gravity of the offense and the emerging circumstances against the potential dangers the pursuit poses to the public and themselves.

DEFINITIONS

Following a Vehicle- Officers are following a vehicle, when driving in close proximity to a suspect vehicle at or below the posted speed limit, but emergency lights and siren are not activated.

Reasonable Suspicion- For the purposes of this policy, an officer must be able to articulate specific facts which, when taken in the totality of the circumstances, reasonably indicate that a suspect did commit or has attempted to commit a violent felony as outlined in this policy.

Motor Vehicle Pursuit - An active attempt by an officer in an authorized emergency vehicle to apprehend a fleeing suspect who is actively attempting to elude the police.

Pursuit Rated Vehicle- A vehicle that is determined by the manufacturer to be equipped with necessary safety components, and designed for motor vehicle pursuit driving.

Primary Pursuit Vehicle – The police vehicle operated by the MOS initiating the pursuit or another police vehicle which assumes the lead pursuit position.

Secondary Pursuit Vehicle – The police vehicle which becomes involved in the pursuit immediately following the primary pursuit vehicle and acting as the primary pursuit vehicle's back-up.

Clear and Immediate Serious Threat – A threat which is present prior to the pursuit and which represents a willful disregard by the occupants of the vehicle of the rights and safety of others which reasonably places the public in imminent danger of great bodily harm or death.

Marked Police Vehicle – Any police vehicle identifiable by color scheme, red and blue emergency lighting permanently mounted on or within the vehicle, equipped with a siren, and has Department markings and/or police lettering.

Semi-Marked Police Vehicle – A police vehicle not identifiably marked by a distinctive color scheme. Red and blue emergency lighting may be mounted within the vehicle, equipped within the vehicle, equipped with a siren, and may have partial police marking.

Roadblock – A restriction or obstruction used or intended for the purpose of preventing free passage of motor vehicles on a roadway in order to effect the apprehension of a violator.

Authorized Tire Deflation Device – A device designed and intended to produce a controlled deflation of one or more tires of a pursued vehicle, and capable of operation consistent with criteria established in this policy.

Ramming – The use of one or more police vehicles to force another vehicle to stop by physically striking the suspect vehicle as to cause the suspect to stop.

Boxing – The surrounding of a violator's moving vehicle with moving pursuit vehicles which are then slowed to a stop along with the violator's vehicle.

PIT (Pursuit Immobilization Technique) – A method to reduce the risks in bringing pursuits to a conclusion by using a police vehicle to force the suspect's vehicle into a rotational spin to stop the suspect's flight.

STANDARDS AND PROCEDURES

A. General Guidelines

1. No more than two police vehicles will be actively involved in a vehicle pursuit unless otherwise directed by the monitoring supervisor based on circumstances of the pursuit. ([Safe Pursuit Act](#))
2. MOS shall not attempt maneuvers that are beyond their ability.
3. MOS shall not pass or attempt to pass another police vehicle involved in the pursuit unless advised to do so by the primary unit or monitoring supervisor.



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4. MOS shall not pursue using police vehicles which have prisoners, witnesses, suspects, complainants, or other passengers. This guideline does not apply to riders who are sworn law enforcement from other agencies, or authorized riders who have signed a ride-a-long waiver.
5. During pursuit, MOS are discouraged from passing the suspect's vehicle and it should be attempted only when it is considered safe to do so.
6. Deliberate contact or forcing the suspect's vehicle off the road while operating at slow speeds shall be considered a use of force and must be objectively reasonable under the circumstances. When feasible, MOS should obtain monitoring supervisor's approval prior to this action.
7. Extreme care shall be exercised by the MOS whenever operating contrary to traffic control devices.
8. MOS shall not pursue a vehicle the wrong way on a one-way street, or the wrong way on a divided roadway. However, the MOS may parallel the subject in the proper lanes of travel and may reengage when appropriate.
9. Caravanning—a group of uninvolved police vehicles traveling together, usually in file—is prohibited.
10. Non pursuit-rated vehicles may initiate a pursuit; however, they should be replaced with marked pursuit-rated vehicles as soon as possible. Once replaced, the non-pursuit rated vehicle shall immediately disengage from the pursuit, unless approved by the monitoring supervisor for the purpose of additional back-up.
11. Semi-marked police vehicles equipped with emergency lighting may initiate a pursuit when marked units are unavailable; however, they should be replaced with marked police vehicles as quickly as possible. Once replaced, the semi-marked police vehicle shall immediately disengage from the pursuit, unless the monitoring supervisor directs otherwise for the purpose of additional back-up.
12. In the event a pursuit is initiated by a police motorcycle, the pursuing motor officer shall relinquish the primary pursuit vehicle role when a properly equipped four-wheeled unit has joined the pursuit. Thereafter, the police motorcycle shall relinquish the role as secondary police vehicle once a second four-wheeled police vehicle joins the pursuit. Once replaced, the police motorcycle shall immediately disengage from the pursuit, unless approved by the monitoring supervisor for the purpose of additional back-up.

B. Criteria for initiating a Pursuit

1. The responsibility for the decision to initiate a pursuit rests with the initiating MOS, who shall operate under strict compliance with this policy, the Safe Pursuit Act, and § 66-7-6 of the New Mexico State Statutes, which grants exemptions from certain traffic laws to operators of authorized emergency vehicles.
2. MOS may initiate a pursuit under any of the following circumstances:
 - a. A violent felony offense (except felony fleeing and eluding) which presents a discernable and imminent need to apprehend the suspect to ensure public safety.
 - b. The suspect demonstrates a clear and immediate danger to others that existed before initiating the pursuit. A pursuit may be reinitiated if the suspect's driving behavior—independent of police presence—continues to create an imminent threat to the public.
3. MOS shall not engage in pursuit for traffic violations or misdemeanor offenses not meeting the criteria stated in this policy.

C. In determining whether to engage in a pursuit, MOS shall consider all relevant factors, including the following:

1. Nature and seriousness of the offense;
2. Speeds involved and the suspect's driving actions;
3. Method of escape;
4. Safety of the general public, the pursuing MOS, and the pursued vehicle's occupants;
5. Direction of travel, such as toward or away from any densely populated areas, residential areas, active school zones, etc.;
6. Environmental factors, such as rain, fog, ice, snow, or darkness that might substantially increase the danger of the pursuit;
7. Extent to which a suspect may be identified and there also the feasibility of apprehending that suspect at a later time and place;
8. Knowledge of the suspect's possible destination or direction of movement and a there also a chance to coordinate interception;
9. Likelihood that the suspect may use weapons or forcibly resist apprehension;
10. Potential for physical harm to persons or property resulting from pursuit of the suspect;



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11. MOS's familiarity with the pursuit area;
12. Ability and quality of radio communications;
13. Volume of vehicular and pedestrian traffic;
14. Overall condition of the suspect and police vehicles involved; and
15. Capabilities defined for each specific vehicle involved in the pursuit.

D. Pursuit Initiation Procedures:

1. When following a vehicle and a suspect vehicle increases speed above the legal limit or begins disregarding traffic signs and signals, the officer should, as soon as practical, initiate a traffic stop or immediately discontinue following the vehicle unless the situation meets this policy's criteria for a motor vehicle pursuit.
2. Once it is apparent a vehicle operator is attempting to evade police, the initiating MOS should either immediately disengage from the suspect, or shall immediately activate the police vehicle's emergency lights and siren, and continuously use both as long as the pursuit continues
3. MOS shall notify Communications Center as soon as reasonably possible once a pursuit commences. The following factors should be communicated by the MOS:
 - a. The MOS's call sign,
 - b. The suspect's alleged offense or reason for the pursuit,
 - c. Present location,
 - d. Direction of travel,
 - e. Current speed of pursuit,
 - f. Description of suspect vehicle with registration, if known, and the number of occupants,
 - g. Vehicle traffic and pedestrian traffic,
 - h. Weather conditions,
 - i. Any known conditions of the police vehicle that are unsafe such as new or preexisting damage to the vehicle, and
 - j. Possible identity of any suspect(s).

E. Primary Pursuit Vehicle Responsibilities

1. The authority of the primary pursuit vehicle shall be at all times subordinate to the field supervisor's command and directives.
2. The primary pursuit vehicle provides updated information to the Communications Center of the direction of travel, speed, and the pursued vehicle's action continuously.
3. The primary vehicle may request the secondary vehicle to provide all communications with the Communications Center in order to safely operate the police vehicle. If the primary pursuit vehicle is a two-officer unit, the passenger should operate the radio when possible.
4. The MOS and the monitoring supervisor continuously weigh the existing danger to themselves and the public to determine whether they should terminate the pursuit.
5. Terminate the pursuit if a supervisor is not available to monitor the pursuit.

F. Secondary Pursuit Vehicle Responsibilities

1. MOS shall not enter a pursuit without first activating the police vehicle's emergency lighting and siren, and notifying the Communications Center of their involvement.
2. MOS shall not enter a pursuit in which two police vehicles are already involved unless otherwise directed by a monitoring supervisor.
3. The primary and secondary pursuit vehicles shall position and space themselves accordingly so they can see and avoid hazards and react safely to the fleeing vehicle's maneuvers.



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4. Whenever MOS in a secondary pursuit vehicle assume primary pursuit vehicle position, they shall immediately notify the Communications Center.

G. Support vehicle(s)

1. When located in adjacent beats and not directly involved in the pursuit, MOS may move into the area or towards a pursuit route at a safe and reasonable speed to assist in clearing intersections and other duties that may be assigned by the primary pursuing MOS, or the monitoring supervisor.
2. No MOS should parallel the pursuit route. MOS are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public.
3. Non-pursuing MOS needed at the termination of the pursuit shall respond in a reasonable manner, in accordance with the [Emergency Driving Policy](#), unless otherwise advised by officers involved in the termination of the pursuit or as the monitoring supervisor may direct.

H. Aircraft Support

1. The primary and secondary pursuit vehicles should consider the participation of aircraft assistance when determining whether to continue the pursuit.
2. In the event air support from an assisting agency is available and arrives, the common practice is for the air unit to coordinate the activities of resources on the ground, report progress of the pursuit and provide MOS and supervisors with details of upcoming traffic congestion, road hazards, or other pertinent information to evaluate whether or not to continue the pursuit.
3. When the aircraft has advised that the suspect vehicle is in sight, MOS may be directed by the monitoring supervisor to turn off their emergency lights and siren and slow to a safe operating speed. The MOS should attempt to be in position to apprehend the suspect when the vehicle stops dependent on the tactics needed for the pursuit.

I. Methods of Forcible Stop ([Graham V. Connor](#))

1. Boxing is generally not allowed unless the maneuver can be accomplished with minimal risk. The tactic is most appropriate in order to prevent a vehicle from fleeing a stationary position. Boxing shall be utilized only when considered safe, at low speed, with supervisory approval, and no reasonable belief that the threat of firearms being used on MOS appears to exist, when sufficient vehicles are available, and appropriate traffic and road conditions are present.
2. Ramming a vehicle at high speed with the purpose of functionally damaging or forcing the suspect vehicle off the roadway shall be considered deadly force and should only be used in the most exigent of circumstances due to the possibility of airbag deployment and potential for injury to innocent bystanders or passengers, the MOS, or the suspect. A suspect vehicle should be rammed from the side, if possible. Striking the front or rear is likely to cause the vehicle to spin out-of-control, possibly resulting in serious or fatal injuries to those involved.
3. The PIT maneuver is not currently taught to MOS within the Rio Rancho Police Department, so the technique shall not be attempted or authorized unless use of deadly force is justified.
4. Tire Deflation Device (TDD)
 - a. MOS engaged in pursuits, or supervisors who have reason to believe the continued movement of the fleeing vehicle will place the public and/or the suspect in imminent danger of serious bodily harm, may use, or request the use of authorized TDD in order to bring the suspect vehicle to a stop.
 - b. TDD may also be used to prevent stationary vehicles from being moved in an attempt to flee a scene.
 - c. Prior to using the TDD, MOS shall have completed training in the use of the device.
 - d. All the following criteria shall be met prior to the use of the TDD:
 - 1) Reasonable cause exists to believe the suspect has committed an offense justifying his/her arrest.
 - 2) The MOS attempting to apprehend the suspect is directing the suspect to stop by using emergency lighting and siren, unless the vehicle is stationary.
 - 3) The suspect ignores the MOS's directives, efforts or warnings which would be obvious and/or visible enough for the suspect to perceive.
 - e. MOS shall consider the following prior to deploying the TDD:
 - 1) Determine an effective and safe location to deploy the TDD.



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- 2) Deployment locations should have reasonably good sight distance to enable the MOS deploying the TDD to observe the pursuit and other traffic as it approaches.
 - f. A TDD shall not be deployed in conjunction with or proximity to any of the following:
 - 1) Curves
 - 2) Bridges
 - 3) Locations where reasonable judgment proscribes against TDD deployment
 - 4) Any vehicle transporting hazardous materials
 - 5) Any passenger bus transporting passengers
 - 6) Any school bus transporting students
 - 7) Any vehicle that would pose an unusual hazard to innocent parties, and
 - 8) Any two wheel vehicles (motorcycles, etc.), unless deadly force is justified.
 - g. The TDD should be deployed in a location with natural barriers, such as roadway overpasses, trees, guardrails or shrubbery. These barriers will help conceal the MOS from the suspect's view and enable more effective TDD deployment from a relatively safe position.
 - h. Circumstances permitting, the monitoring supervisor shall deploy a MOS in the opposite lane of travel from the violator to insure that oncoming traffic stops before reaching the TDD deployment location.
 - i. Traffic congestion, special events, and/or activities may create situations where the use of the TDD would not be safe or appropriate.
 - j. Position and vulnerability of the public, private property, and other assisting units and available equipment must be considered.
 - k. Pursuit vehicles shall coordinate with the MOS and/or inter-jurisdictional agencies whenever deploying the TDD or assisting in the pursuit in order to ensure the safe and effective use of the TDD.
 - l. When the decision is made to deploy the TDD, the pursuing police vehicles will notify the MOS deploying the TDD as far in advance as possible.
 - m. The MOS deploying the TDD will be in position at a predetermined location in sufficient time for proper deployment.
 - n. All pursuing MOS shall be notified once the TDD is deployed.
 - o. MOS shall deploy TDD using manufacturer's recommendations and Department training guidelines.
 - p. MOS shall keep a safe distance and avoid physical contact with the rope or the TDD as fleeing vehicle arrives and crosses the TDD.
 - q. MOS who deploy the TDD shall remove and secure them immediately after use. This includes searching the TDD deployment area and collecting all detached spikes, points, and other loose parts.
 - r. The deploying MOS shall immediately notify the Communication Center if the pursued vehicle impacted the TDD, if the MOS observed any signs of deflation, and the direction or operation of the pursued vehicle after the impact.
 - s. If the Rio Rancho Police Department is the primary pursuing vehicle in a pursuit involving another agency and the decision is made to deploy the TDD, the other agency should be informed of the deployment, whenever practicable.
 - t. The MOS deploying the TDD should not attempt to overtake and pass a high speed pursuit in order to position the device.
5. Roadblocks
- a. Roadblocks, because of their extreme and inherent dangers, should not be used unless there is definite knowledge that the person being pursued is wanted for a violent felony, and failure to apprehend the person would constitute an immediate and continuing serious hazard to the public.
 - b. Roadblocks shall be used only as a last resort for stopping a fleeing or wanted vehicle.
 - c. The decision to establish a roadblock shall be made only by the monitoring supervisor after considering all safety factors concerning members of the public.



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- d. Planning and coordination should occur before initiating any roadblock.
- e. All possible precautions shall be taken to ensure that the safest location for the roadblock is selected. The primary consideration in determining how and where to utilize a roadblock is the safety of the public.
- f. Communications Center personnel shall be notified of the roadblock and of its precise location.
- g. The decision to establish a roadblock should be made with consideration to the following:
 - 1) Seriousness of the crime committed by the suspect in the fleeing vehicle.
 - 2) Fleeing, violent felon who poses an imminent danger to others if not apprehended.
 - 3) Time lapse from the commission of the crime.
 - 4) Location of the proposed roadblock.
 - 5) Availability of manpower and vehicles.
 - 6) Safety of the public and the MOS.
- h. Roadblocks shall only be fixed roadblocks and the positioning and set up shall be as follows:
 - 1) The roadblock must be clearly visible at a distance sufficient to enable approaching vehicles to stop safely.
 - 2) Roadblocks shall be set up as to give the fleeing vehicle a safe distance to stop prior to the roadblock.
 - 3) Police vehicles shall have emergency lights activated when positioned for the roadblock.
 - 4) An avenue of escape shall be provided, unless the use of deadly force would be authorized.
 - 5) Pursuing police vehicles shall be warned of the roadblock and notified of its location.
- i. All MOS shall exit their police vehicles after the roadblock is set up. Upon exiting their vehicles, MOS involved in the roadblock shall locate themselves in a position of cover on the same side of the roadblock so as to not create a crossfire situation.
- j. A decision to cancel the roadblock may be made by the monitoring supervisor or higher rank if circumstances of the incident change, or if it is subsequently deemed to be too dangerous.

J. Use of Firearms – General Guidelines in Pursuits

- 1. The use of firearms to disable a pursued vehicle is generally an ineffective tactic and entails all the dangers associated with discharging firearms. Firearms shall only be used against a fleeing vehicle or its occupants, when the MOS reasonably believes the occupants of the fleeing vehicle are using deadly force against a MOS or another person, or
- 2. In a life endangering situation, the monitoring supervisor may authorize the use of firearms to terminate the pursuit, and
- 3. Sworn MOS are not required to retreat in lieu of the justifiable use of deadly physical force; nevertheless, the use of deadly physical force must be objectively reasonable in light of the circumstances an MOS faces at the time of the incident. The sworn MOS must be able to articulate the reason for their actions.

K. Inter-Jurisdictional Pursuit

- 1. Pursuits initiated by the Rio Rancho Police Department
 - a. An inter-jurisdictional pursuit begins once the authorized pursuing units leave the Rio Rancho City Limits.
 - b. When a pursuit enters another agency's jurisdiction, the primary pursuing MOS or monitoring supervisor, taking into consideration distance traveled, unfamiliarity with the area, and other pertinent facts, should determine whether or not to request the other agency to assume the pursuit. Unless entry into another jurisdiction is expected to be brief, it is generally recommended that the primary pursuing MOS or monitoring supervisor ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether or not such jurisdiction may be requested to assist.
 - c. Before entering another jurisdiction, or as soon as practical, the Rio Rancho Police Department shall, if reasonably possible, notify the other jurisdictional agency of the following:



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- 1) A pursuit has entered, or is about to enter, their jurisdiction,
 - 2) The location and direction of travel,
 - 3) The primary offenses for which the vehicle and occupants are wanted,
 - 4) The number and description of pursuing MOS, as well as their relative location to the vehicle being pursued, and
 - 5) Whether or not assistance is needed,
- d. As appropriate, notify the jurisdictional agency that the pursuit is:
- 1) Leaving the jurisdiction
 - 2) Has been discontinued, or
 - 3) Has ceased and of the ending location.
- e. MOS originally involved shall discontinue the pursuit when advised that another agency has assumed the pursuit and assistance of the Rio Rancho Police Department is no longer needed.
- f. Upon discontinuing the pursuit, the primary pursuing MOS may proceed upon request, with or at the direction of the monitoring supervisor, to the termination point to assist in the investigation.

2. Pursuits Extending into this Jurisdiction

- a. The agency that initiates a pursuit shall be responsible for conducting the pursuit. MOS from the Rio Rancho Police Department should not join a pursuit unless specifically requested to do so by the agency whose officers are in the pursuit. The exception to this is when a single pursuing police vehicle from the initiating agency is in pursuit. Under this circumstance, a unit from this department may join the pursuit until sufficient units from the initiating agency join the pursuit.
- b. Notification of a pursuit should not be construed as a request to join the pursuit. Requests to or from another agency to assume a pursuit should be clear and specific.
- c. When a request is made for the Rio Rancho Police Department to assist or take over a pursuit from another agency that has entered this jurisdiction, the supervisor should consider these additional factors:
 - 1) Ability to maintain the pursuit,
 - 2) Circumstances serious enough to continue the pursuit, and adhere to this policy,
 - 3) Adequate staffing to continue the pursuit,
 - 4) The public's safety within this jurisdiction, and
 - 5) The safety of the pursuing MOS.
- d. As soon as practical, a supervisor shall review a request for assistance from another agency. The supervisor, after consideration of the above factors, may decline to assist in, or assume the other agency's pursuit.
- e. Assistance to a pursuing allied agency by MOS of this Department will terminate at the City limits provided that the pursuing officers have sufficient assistance from other sources. Ongoing participation from the Rio Rancho Police Department may continue only until sufficient assistance is present.
- f. In the event that a pursuit from another agency terminates within this jurisdiction, MOS shall provide appropriate assistance to officers from the allied agency including, but not limited to, scene control, coordination and completion of supplemental reports, and any other assistance requested or needed.

L. Termination of the Pursuit

1. Pursuits shall be terminated or abandoned when the risk involved exceeds the need to immediately apprehend the suspect. Under most circumstances, MOS should exercise their discretion to discontinue a pursuit when taking into consideration the following factors:
 - a. The suspect is positively identified and there is no longer a need for immediate apprehension.



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- b. The pursued vehicle's location is no longer definitely known.
 - c. Emergency equipment or radio of the sworn MOS's vehicle fails to work properly,
 - d. Traffic volume and/or road conditions dictate that it is too hazardous for the pursuit to continue,
 - e. A semi-marked patrol vehicle or police motorcycle in a pursuit is unable to obtain assistance from a marked pursuit rated vehicle,
 - f. A person is injured during the pursuit and there are no police or medical personnel able to render assistance,
 - g. If there is a clear and unreasonable danger to the MOS or the public, that exists when the pursuit requires that the vehicle be driven at excessive speeds or in any other manner which exceeds the performance capabilities of the pursuing vehicles or MOS involved in the pursuit, or,
 - h. If advised of any unanticipated condition, event or circumstance which substantially increases the risk to public safety inherent in the pursuit.
 2. Pursuits may be terminated at any time in the interest of the public safety by any MOS involved in the pursuit.
 3. Participation in a pursuit initiated by another agency will be terminated when the combined number of police vehicles from all jurisdictions actively involved in the pursuit exceeds three (3), unless authorized by a supervisor.
 4. Upon the decision or order to terminate the pursuit, the primary and secondary MOS shall:
 - a. Reduce their speed to the posted speed limit,
 - b. Turn off all emergency lighting and siren,
 - c. Turn their vehicles in another direction of travel away from where the suspect's vehicle was last seen heading, or pull to the side of the road if on a limited access roadway, and,
 - d. Inform communications that the pursuit has terminated and give his or her last location and last known direction of the suspect's vehicle.
 5. An MOS's decision to terminate a pursuit for safety reasons is not subject to criticism or review, and shall not be disciplined. Discontinuing the pursuit does not mean giving up, nor is it a reflection of a MOS's courage or ability.
- M. Capture of Suspects
1. When taking suspects of a pursued vehicle into custody, MOS shall consider the safety of the public as well as the involved officers.
 2. When practical, a plan should be utilized to avoid crossfire situations and unnecessary risk.
 3. MOS shall not rush the pursued vehicle to take the suspect(s) into custody.
 4. MOS may use objectively reasonable force to gain control or compliance of a suspect, overcome resistance, protect an officer or another person from an immediate threat, prevent an escape, and to effect a lawful arrest.
- N. This procedure is to be used in conjunction with Department standards, orders, values and other relevant policies and procedures.



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Pursuit of Suspects/Violators Supervisor Responsibilities

GENERAL STANDARD

Department supervisors are responsible for managing and controlling activities during pursuit. This includes weighing significant facts known at the time of the pursuit, terminating the pursuit when appropriate, directing assets and resources both during and after a pursuit, and promoting and ensuring the safety of the public and the involved officers.

STANDARDS AND PROCEDURES

A. While monitoring a pursuit, Department supervisors are responsible for the following:

1. Ensuring the criteria for initiating the pursuit adhere to Department policy.
2. Ensuring that the following factors are communicated by the pursuing MOS:
 - a. The MOS's call sign,
 - b. The alleged offense or reason for the pursuit,
 - c. Present location,
 - d. Direction of travel,
 - e. Current speed of pursuit,
 - f. Description of suspect vehicle with registration, if known, and the number of occupants,
 - g. Vehicle traffic and pedestrian traffic,
 - h. Weather conditions,
 - i. Any known safety concerns regarding the police vehicle and potential or actual damage to the vehicle, and
 - j. Identity (if known) of any suspect(s).
3. Approving or assigning additional support units, in addition to the primary and secondary units, based upon analysis of the following:
 - a. The nature of the alleged offense for which pursuit was initiated,
 - b. The number of suspects and any known propensity for violence, recklessness, or intoxication,
 - c. Any damage to the assigned primary or secondary police vehicles or injury to MOS,
 - d. The number of MOS necessary to safely make an arrest at the conclusion of the pursuit,
 - e. The overall location the pursuit is headed (rural vs. urban) and the likelihood of available assistance from other agencies, and
 - f. Any other clear and demonstrable fact(s) that would justify the increased hazards caused by adding more than the primary and secondary units to the pursuit.
4. Directing the pursuit, including the involvement of all members associated with the pursuit, and the coordination of requests for assistance to or from other agencies.
 - a. Supervisors may initiate a pursuit, but shall relinquish their position as the primary pursuit unit once another unit is available to take over and it is safe to do so.
 - b. Supervisors also have the option of joining a pursuit as the secondary or third unit to promote the monitoring of the pursuit. If the supervisor joins the pursuit, another supervisor, if available, should become the controlling supervisor as soon as reasonably possible.
5. Requesting aircraft support, if needed and available.
6. Designating a primary frequency to be used in multi-agency pursuits.
7. Terminating the pursuit when available facts do not justify its continuance or when the danger presented to the public outweighs the need to capture the suspect.



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Pursuit of Suspects/Violators Supervisor Responsibilities

- a. The monitoring supervisor shall continually weigh the existing danger to the officers and to the public to determine whether the pursuit should be terminated.
 - b. Once a monitoring supervisor has determined to terminate pursuit, that supervisor shall direct involved officers to disengage from the pursuit and confirm their compliance with the order to terminate. The supervisor shall direct the involved officers to travel in a direction away from the pursued vehicle or to pull to the side of the roadway when it is safe to do so.
 8. Responding immediately to where pursuit terminated to rendezvous with other involved officers, and assume responsibility for the police investigation.
 9. Assuring that all command personnel are timely and sufficiently notified of relevant circumstances and the pursuit's outcome via email or telephonic notification depending on the criticality of the incident.
 10. Completing a Pursuit Review to be submitted through the chain of command.
 11. Assuring that an Offense Incident Report or supplemental report is completed by all involved MOS and other involved law enforcement personnel.
- B. Post Pursuit Review
1. Terminated pursuits without death or serious bodily injury.
 - a. The primary pursuing MOS shall complete an Offense Incident Report on the terminated pursuit for review and approval by the MOS's supervisor. Any other MOS involved in the pursuit shall complete supplemental reports.
 - b. The original or a copy of any recording from the involved officers, including any and all BWC, shall be submitted with the Offense Incident Report.
 - c. The Offense Incident Report shall be completed by the end of the scheduled duty day, unless the monitoring supervisor grants approval to extend the report deadline.
 - d. The supervisor who monitors the pursuit is responsible for completing and submitting to the chain of command a Pursuit Review within 15 days after the incident. If the supervisor was the primary or secondary MOS in pursuit, the next supervisor in the chain of command shall complete the Pursuit Review.
 - e. The review shall examine and consider those facts upon which the MOS relied before and during pursuit, while applying legal requirements, Department policy, and approved training. Facts later discovered, but unknown to the MOS at the time are not relevant and can neither justify nor condemn an MOS's decision regarding a vehicular pursuit.
 - f. Based upon findings, the supervisor preparing the review may forward the Pursuit Review to the Chief of Police for further investigation and analysis by Professional Standards. All other recommended corrective or disciplinary action may be taken by the MOS's immediate supervisor. If there is a related use of force incident during, before, or after the pursuit, the Use of Force policy shall apply and be followed. In that case, a use of force review may commence following that procedure. Otherwise, all other administrative investigation, including a Critical Incident Review Board shall be held in abeyance until the division captain has accepted the Pursuit Review findings.
 - g. All pursuit reviews shall include the following headings and information related to the incident:
 - 1) Synopsis
 - (a) A summary of the pursuit incident.
 - (b) The name of the officers involved, the route(s) taken during the pursuit, and the location where it terminated.
 - 2) Review
 - (a) A list of all reports and other documents used to review the incident.
 - (b) A list of all audio and video recordings used to review the incident.
 - (c) A list of all applicable Department Standards and Procedures used to review the incident.
 - 3) Investigation
 - (a) The name(s) of the monitoring supervisor and the supervisor preparing the review.



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- (b) A detailed narrative of the monitoring supervisor's actions during and after the pursuit.
- (c) A detailed narrative describing the collection of any evidence related to the pursuit.
- (d) A detailed narrative describing the actions of the involved officers based on the reviewed reports, interviews with the MOS, and recordings of the incident.
- (e) A detailed narrative describing any and all audio and video recordings that were not documented within the section pertaining to the actions of the involved MOS. This may include witness-generated recordings available to the Department.
- (f) A detailed narrative of any and all witness statements.
- (g) A detailed narrative that includes the duration and distance of the pursuit as determined by the monitoring supervisor or the supervisor preparing the review.
- (h) Any other facts pertinent to the investigation.

4) Findings

- (a) The facts of the investigation as determined by the review.
- (b) The reviewing supervisor shall determine whether criteria for initiating the pursuit followed Department Standards and Procedures.
- (c) The reviewing supervisor shall determine whether the involved MOS continuously weighed the existing danger to themselves and the public when deciding whether to continue or terminate the pursuit in accordance with Department Standards and Procedures.
- (d) Whether the MOS involved in the pursuit followed all other Department Standards and Procedures.

5) Disposition

- (a) A statement of disposition based on the findings.
- (b) Any action taken by the reviewing supervisor as a result of the investigation and review. If corrective or disciplinary action is taken, the reviewing supervisor shall limit visibility of that action to the employee and the employee's chain of command.

6) Recommendations

- (a) Any recommended changes to Department Standards and Procedures.
- (b) Any recommended changes to Department training.
- (c) Any additional recommendations related to the pursuit incident.

2. Pursuits that result in death or serious bodily injury.

- a. The monitoring supervisor shall notify the chain of command immediately following any pursuit resulting in death or serious bodily injury.
- b. The Traffic Section Crash Reconstruction Team shall be notified and deployed immediately to the scene to complete a reconstruction of the crash.
- c. The Traffic Section Crash Reconstruction Team undertake the investigation, however, the Chief of Police or designee may request the assistance of an outside law enforcement agency. This will be based on a recommendation from the monitoring supervisor, the incident commander, or the Traffic Section Crash Reconstruction Team.
- d. If an MOS made physical contact with a pursued vehicle presenting a use of force situation, then the Traffic Section may not investigate. A crash reconstruction report will be forwarded with the investigation to the appropriate supervisor or MOS conducting a review.
- e. Following termination of a pursuit, the primary pursuing MOS shall complete an Offense Incident Report and submit it that MOS's supervisor for review and approval. All other MOS involved in the pursuit shall complete and submit supplemental reports.
- f. The original or a copy of any audio or video recording shall be submitted with the Offense Incident Report.



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- g. The results of any associated investigation will be forwarded to the Chief of Police for review.
- C. This procedure shall be used in conjunction with the Department rules and regulations and other relevant policies and procedures.